Chevrolet

PASSENGER CAR

CHEVROLET

Owner Manual

1957

OWNER'S MANUAL

FIRST EDITION
Issued by Service Division
GENERAL MOTORS-HOLDEN'S LTD.
June, 1957

Part No. 7387208

SPECIFICATIONS AND REGISTRATION DATA

ENGINE NUMBER: Stamped on boss on centre of right side of engine block to the rear of ignition distributor, and on plate on L.H. door pillar.

BODY NUMBER: On plate attached to front of dash on right side.

CAR CHASSIS SERIAL NUMBER: Stamped on plate on L.H. door pillar.

WHEELBASE	115 in.
TYRE SIZE	7.50—14 x 4 Ply
TYRE PRESSURE	22 lbs. All

ENGINE—

Number of Cylinders	Six
Bore	3.56 in.
Stroke	3.94 in.
Horsepower (R.A.C. Rating)	30.4
Piston Displacement	235.5 cu. in.
Compression Ratio	7.52 to 1
Firing Order	1-5-3-6-2-4

CAPACITIES—

Petrol Tank	13⅓ Gallons
Engine (Oil)	4¼ Quarts
Cooling System	13⅓ Quarts
Gear Box	1⅝ Pints
Rear Axle	3¼ Pints

ADJUSTMENTS—

Valve Clearance Not required	Hydraulic Tappets
Distributor Point Opening	.016 to .021 in.
Spark Plug Gap	.033 to .038 in.
Clutch Pedal—Free Movement	¾ in. to 1 in.

OWNER'S MANUAL

PREFACE

This manual has been compiled to assist you in obtaining the highest possible degree of satisfaction from your new Chevrolet. Some of the maintenance operations outlined herein should be performed only in a suitably equipped garage and by personnel trained to recognise and evaluate indications of abnormal wear or other non-standard conditions. For this reason, you are urged to have your car regularly serviced and inspected by your Chevrolet Dealer.

INDEX

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice.

GENERAL INFORMATION

1. Pre-Delivery Conditioning

Before delivery the Dealer makes a final inspection of the vehicle in accordance with forms supplied by General Motors-Holden's Ltd. He will see that the vehicle is properly adjusted and lubricated, that the standard tools and equipment are with the vehicle and that the vehicle as delivered to the Owner is prepared to give satisfactory performance from the start.

2. Preventive Service

Contingent upon the Owner making his vehicle available to the Dealer, at about the specified mileages and within the warranty period, the Dealer will perform without charge for labour, the "1000 Mile" and "2000 Mile" inspections and adjustments listed on Page 27 of this Manual.

3. Warranty Protection

The Owner enjoys the full protection of the Standard Warranty, a statement of which appears on Page 28. There will be no charge to the Owner for labour or material when parts are required because of defective material or workmanship during the warranty period. This warranty protection shall not apply to any vehicle which has been subject to misuse, negligence or accident.

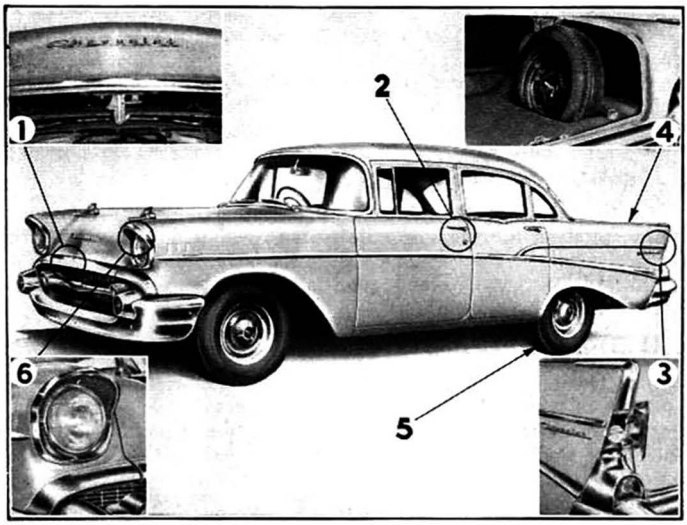
4. Technical Advice

At regular intervals of 1000 miles after the 2000 mile inspection, or at any time he feels the vehicle is not performing properly, the Owner should deliver his vehicle to the Dealer for inspection and expert advice. Although these inspections are free of cost to the Owner, a charge will be made for any work performed as a result of them at the prevailing rates.

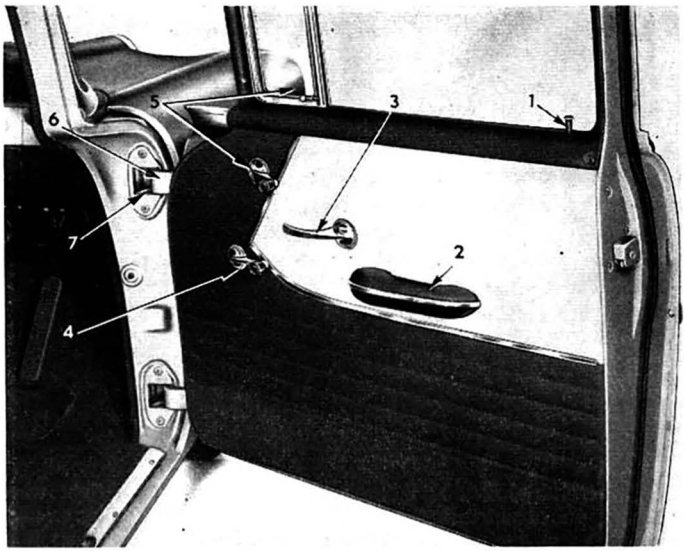
You will find this folder in the Glove Box.

Be sure to read it for your own protection.

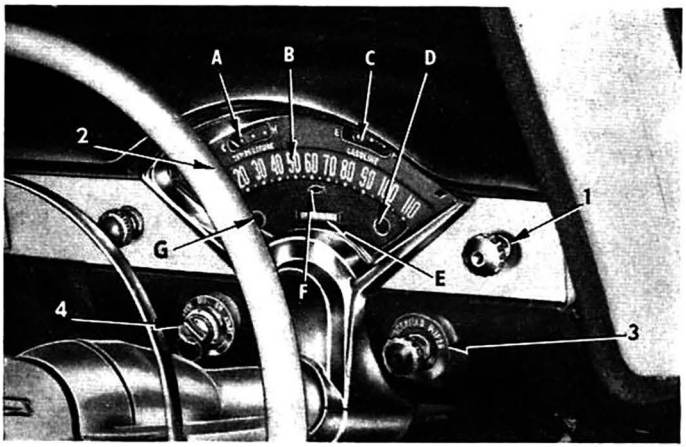
PRELIMINARY POINTERS
EXTERIOR



1. ***Hood Latch:*** The hood latch is located at the front of the hood, slightly right of centre. The hood may be opened with one hand and in one continuous motion by reaching under the grille header bar, pulling the latch and raising the hood. Spring loaded supports hold the hood at desired positions.
2. ***Door Lock and Handle:*** Outside door handles are grip type with push button releases. Lock on both front doors located below handle.
3. ***Petrol Filler Cap:*** The petrol filler cap is located behind the central portion of the left hand side rear fender crown moulding which is hinged and swings open sideways. The door is mounted on over-centre hinges and needs no latches to keep it shut.
4. ***Rear Compartment:*** Lid is counterbalanced. It locks without key when shut; however, key is required to open. Spare tyre and car jack are stowed at the right side of the rear compartment. One end of the jack fits into a socket on the compartment floor and the other end is cradled in a bracket welded to the sidewall. The tyre and wheel is pulled taut against the jack by a wing nut, using jack base as a clamp
5. ***Tyres:*** Tubeless tyres are standard equipment. Sizes, proper inflation pressures and recommended tyre care are outlined on Pages 13-14.
6. ***Air Intakes:*** Air is introduced through screened openings located in the fender above each headlight. Incoming air is distributed into the driver's compartment through louvred outlets located at right and left cowl kick pad.



1. ***Door Locking Button:*** All doors may be locked from inside by pushing door locking buttons down, or from outside by pushing button down and holding outside door push button in while closing door.
2. ***Arm Rest:*** Finger grip space is provided on arm rests for pulling doors closed.
3. ***Door Latch Control:*** The front doors may be unlocked and opened by pulling up on inside door handle, whether locked by door locking button or key. The rear doors may be opened by pulling up on handle only when locking button is up.
4. ***Window Control:*** Crank type controls raise and lower all door windows.
5. ***Door Ventipane:*** Ventilating panes in the front door windows are crank operated and locked by a sliding bolt.
6. ***Door Hinges:*** Doors are mounted on two hinges concealed in body pillar and front edge of door.
7. ***Door Check:*** Entering or leaving the car is facilitated by door checks which hold the door in full open position.
   Front Seat Adjustment: The front seat can be adjusted forward or backward by depressing the lever at lower right side of seat and sliding seat to the desired position. When the seat is adjusted forward from the rear position the seat tilts as well as slides, so the driver becomes more erect as he moves forward.



1. ***Light Control Knob:*** Parking lamps and tail lamps light when knob is pulled out to first stop. Headlamps light and parking lamps go out when knob is pulled out to second stop. When knob is at either first or second stop, instrument panel lamps are lighted, and their degree of brightness controlled by rotating the knob. The dome lamp lights when knob is turned all the way counter-clockwise (left), beyond the point where a slight resistance to turning is encountered.

2. ***Instrument Cluster:*** Operational indicators are grouped on the recessed instrument cluster:—

   a. The Temperature Gauge indicates the temperature of the engine coolant. When the engine is first started, the needle may rest at the C (cold) end of the gauge and as engine warms up the needle should move to a point near the centre of the gauge. If needle moves to H (hot) end of gauge while engine is running, the engine is overheated and should be shut down until cause of overheating is corrected.

   b. The Speedometer indicates car speed in miles per hour.

   c. The Fuel Gauge indicates the quantity of fuel in the tank. The indicator needle rests at the E (empty) mark when ignition switch is at OFF position.

   d. The Oil Pressure Indicator shows a red warning light when oil pressure is low. If light remains on when engine is operating the engine should be stopped and the cause determined.

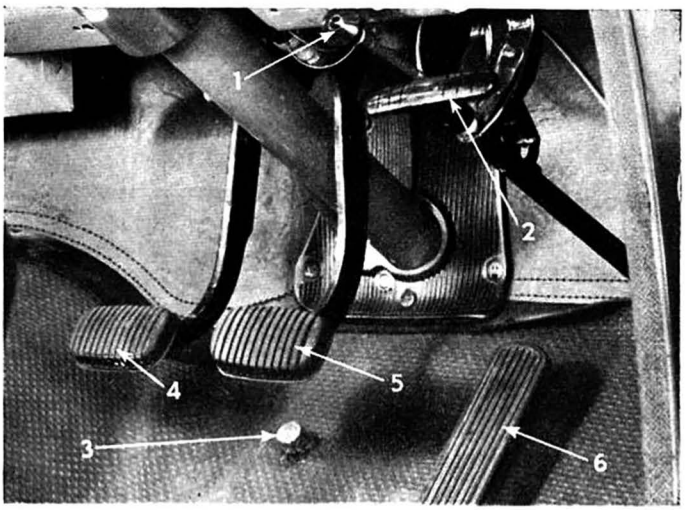
   e. The Odometer registers the accumulated mileage the car has been driven.

f. The Headlamp Beam Indicator (Chevrolet Emblem) lights when the headlamps are on the high beam.

g. The Generator Indicator shows a red warning light when the generator is not charging. If light is on continuously while driving, the cause of discharge should be investigated and remedied.

3. ***Wiper:*** Windshield wipers are regulated by rotating the wiper knob.

4. ***Key Starter:*** There are four positions for the switch: LOCK, OFF, ON and START. To operate, turn switch to START. As soon as the engine starts, release switch, which will return to ON position. A key is required only when turning to or from LOCK position.

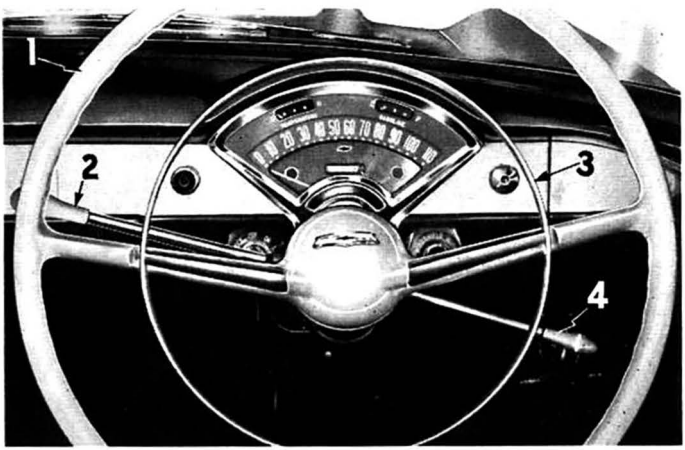


1. ***Vent Knob:*** Dampers in the ventilating system are adjusted by operating the vent knob at each end of the instrument control panel lower flange. Pull knob out to admit outside air, push knob in to shut off air.

2. ***Parking Brake:*** The parking brake operates on the rear wheel brake shoes through mechanical linkage. It operates independently of the service brakes and is applied by pulling straight back on the T-handle. To release, simply turn the handle slightly and let handle return to normal position.

3. ***Headlamp Beam Selector:*** Operating the button changes the headlamp beam. The high beam position is indicated by a red light in the Chevrolet Emblem, below the "50" and "60" marks on the speedometer.

4. ***Clutch Pedal:*** The clutch pedal provides for disengaging the transmission from the engine when starting or stopping the car and when shifting gears.
5. ***Brake Pedal:*** The brake pedal operates the "Master Cylinder" in the hydraulic braking system which actuates individual brake cylinders hydraulically in each wheel to engage the brake shoes with the brake drum.
6. ***Accelerator Pedal:*** The accelerator pedal controls engine speed and is designed to provide the proper "feel" for smooth control.



1. ***Steering Wheel:*** The steering wheel operates a recirculating ball type steering gear.
2. ***Shift Lever:*** The gear shift lever provides for mechanically meshing the transmission gears in any of the three forward or one reverse gear ratios (see "Gear Shifting," Page 10).
3. ***Horn Ring:*** Finger tip pressure any place on the horn button or ring makes electrical contact which causes the horn to sound.
4. ***Turn Signal Lever:*** Push up on the lever to signal a left turn; pull down to signal right turn. Flashing lights on the instrument panel indicate direction of turn being signalled by outside lights, front and rear. The lever automatically returns to neutral when turn is completed.

DRIVING INFORMATION

GOOD DRIVING TIPS

1. Watch your speed.
2. Keep in line.
3. Keep your distance.
4. Pass with care.
5. Give signals.
6. Turn properly.
7. Obey signs and signals.
8. Obey right-of-way rules.
9. Protect pedestrians.
10. Use lights properly.
11. Park right.
12. Drive defensively.
13. Keep fit to drive.
14. Drive a safe car.

BREAKING IN

To maintain the high standard of performance and efficiency of your new Chevrolet, special attention should be given during its early life to lubrication and the speed at which the car is driven. The crankcase of the engine is filled with a light body "breaking-in" oil. USE THIS OIL ONLY DURING THE FIRST 1000 MILES OF DRIVING.

Check the oil frequently during this period. At the end of 1000 miles, drain the crankcase while hot and refill with the grade of oil recommended on Page 17.

To properly break-in the moving parts of the engine, drive in accordance with the following information:—

For the first 300 miles vary speed through the whole range up to 50 m.p.h.

For the first 1000 miles, avoid both sustained low and high speeds and fast acceleration.

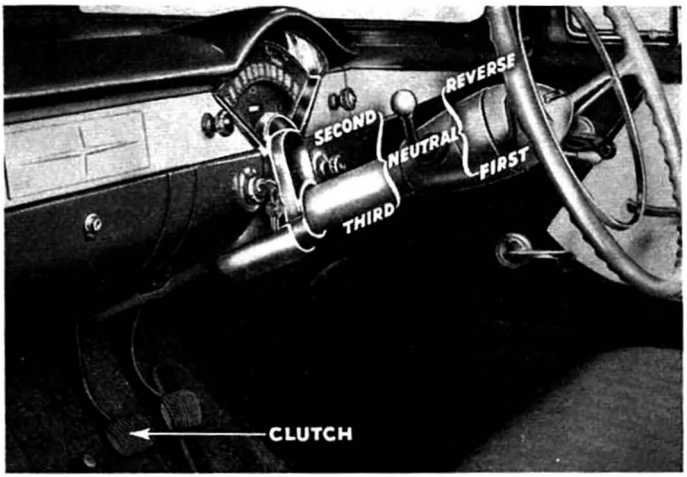
The following should be observed at all times—

Do not hesitate to shift gears to avoid overloading the engine.

Do not race engine when cold or when car is not in motion.

See that your car is lubricated at regular intervals in accordance with the recommendations made in the following pages.

GEAR SHIFTING



Starting the Engine –

1. Place shift lever in neutral and depress clutch pedal.
2. Depress accelerator and hold, which pre-sets automatic choke.
3. Turn key starter to Start and release as soon as engine starts. Release accelerator as soon as engine starts; this will select the proper fast idle step on carburettor for prevailing temperature.

Should engine flood, depress accelerator to the floor to open choke while starting. Do not pump accelerator.

CAUTION: *Carbon Monoxide is a Poisonous Gas. Never Start or Run the Engine in a Closed Garage.*

Starting the Car – Any of the three forward speeds or reverse may be selected from the neutral position as follows:—

FIRST SPEED: Depress clutch. Raise shift lever and move fully down. Engage clutch gradually.

SECOND SPEED: Depress clutch. Push shift lever up and away from the steering wheel. Engage clutch.

THIRD SPEED: Depress clutch. Pull shift lever down and away from the steering wheel. Engage clutch.

REVERSE: With car at a standstill, depress clutch. Raise shift lever and push fully upward. Engage clutch gradually.

Push Start – Should it ever be necessary to start the engine by pushing or towing car, place lever in neutral until car reaches 15 m.p.h. Depress clutch, turn key starter to ON, and place shift lever in THIRD speed. Engage clutch gradually to start engine.

BODY VENTILATION

In addition to the built-in ventilation system referred to on Page 4, manipulation of door glasses and Ventipanes can greatly assist in ventilation and dust control.

The forward sections of the front door windows are pivoted at the top and bottom to form Ventipanes, and can be adjusted individually to any desired position by a crank type control.

A few of the more common uses to which this ventilation system can be put are:—

Cooling Car in Hot Weather –By turning the Ventipanes completely around, air can be "scooped" into the body. At the same time, the rear windows can be closed if desired to eliminate dust.

Preventing Drafts – Adjusting the front door Ventipanes to the proper angle prevents the air from flowing in directly to the rear of the car, but causes it to be deflected against the windscreen and instrument panel so that it is diffused throughout the car. The rear door windows and the rear section of both front door windows can be raised or lowered in the conventional manner by means of a convenient regulator, as required.

Preventing Clouding – Adjusting the Ventipanes to the proper angle deflects sufficient air against windscreen to maintain outside air temperature on the inside of the windscreen glass, thus preventing "clouding." With the Ventipanes in this position, rain or snow is deflected away from the Ventipane openings.

Ventilation under Dust Conditions – The main cause of dust entering the body of passenger cars is due to the fact that air pressure inside a sedan body is lower than the pressure externally above 20 to 25 m.p.h. and it also varies with the speed of the vehicle, unless steps are taken by the occupants to control the condition.

To obtain balanced pressure inside the body is not difficult. A combination of the front end air ducts and the side windows used with discretion will give a balanced pressure.

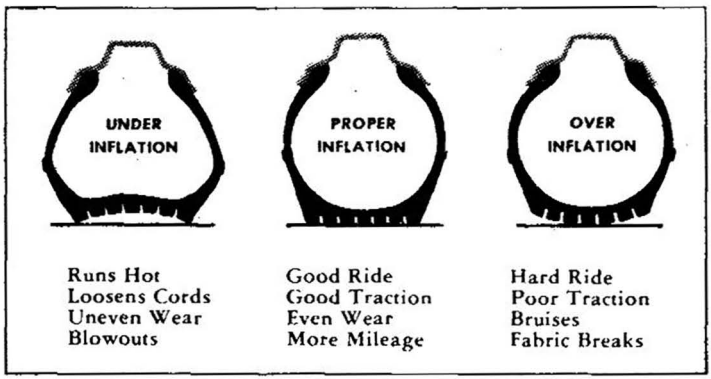
No-draft ventilating (C.V.) windows are designed to circulate air through the body. In doing so, they extract air from inside and can lower the internal pressure; therefore, when driving under dusty conditions, all no-draft windows should be fully closed.

Ventilation to be used as follows:—

1. With all windows closed and the air ducts opened, pressure can be built up inside the body equal to or slightly greater than external pressures and dust entry will be practically nil.
2. With air ducts open and side windows opened not more than ½ in. to 1 in, pressure is built up inside the body generally sufficient to exclude dust entry.
3. Objections to air ducts being open are that a car ahead raises dust which can enter through the air ducts. The amount is negligible if the pressure inside the body is comparatively high, that is with all windows closed, and is lessened if a side wind disperses the dust quickly.
4. With a side wind blowing carrying dust, all windows on windward side can be opened ½ in. and the lee side windows closed. The air ducts should be kept open.

In winter time, when driving in dust with all windows closed and the air ducts slightly cracked, sufficient pressure can be built up inside the vehicle to prevent dust entry and, at the same time, not cause great discomfort to the passengers by causing cold draughts, but if this adjustment of the air duct cannot be obtained the air duct should be closed and both front and rear windows should be very slightly opened on the leeward side.

TYRES



Tubeless tyres are standard equipment on all models. The care and service operations recommended for them are as follows:—

1. ***Inflating:*** Inflation pressure should be checked when tyres are cold about once a week. If one or more tyres are consistently lower than the others, look for a puncture or slow leak. Maintain this recommended pressure of 22 lbs.

   Hard driving normally increases tyre pressure. Do not "bleed" air to reduce this higher pressure, since this could lead to under-inflation.

2. ***Inspecting:*** Nails and other objects which would normally cause a tube and tyre to go flat may be picked up in a tubeless tyre without causing a noticeable loss of air. A thorough inspection should be made approximately every 1000 miles to locate any such objects; however, if the tyre has been punctured, the object should not be removed until car is in a position to have the tyre repaired or changed.
   The surface of the tyre at the wheel rim, and the wheel rim itself, should be inspected for damage which might cause an imperfect air seal between tyre and wheel.

3. ***Repairing:*** Repair procedures for tubeless tyres vary somewhat from the repair procedures for a tyre and tube combination. Complete information for making tubeless tyre repairs may be obtained from your Chevrolet Dealer or the tyre manufacturer.

4. ***Changing Wheels:*** To change a wheel, remove jack and spare from rear compartment and position jack under bumper.

   a. Set parking brake and block wheel opposite one to be removed.

   b. Remove hub cap and loosen wheel nuts.

   c. Place jack base on ground so that upright column is on the outside of the bumper face bar and fit adapter.

   d. Draw jack body up until the lifting bracket with adapter fitted is located under the bumper bar and tighten lifting bracket clamp screw, using the jack handle as a lever.

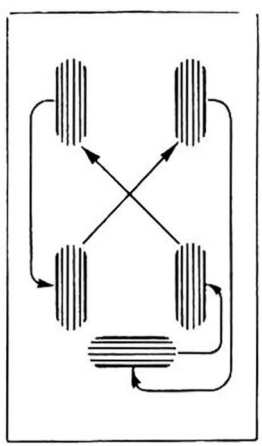
   e. To raise jack, insert handle through pump socket eye into the socket attached to the jack body and pump the handle up and down until tyre clears ground.

   f. Remove wheel nuts and remove wheel.

   g. After replacing wheel, tighten wheel nuts snugly, then, to lower the jack withdraw handle from body socket only and rotate the pump socket either to the right or to the left.

   h. Make certain that all nuts are drawn up tight and replace hub cap.

5. ***Switching Tyres:*** Switching tyres from one position to another on the car usually prolongs tyre life. Switching as shown in diagram every 3000 miles will help prevent uneven front tyres and distribute wear over all five tyres.



6. ***Balancing Tyres:*** Due to irregularities in tread wear caused by sudden brake application, misalignment, low inflation pressures, tyre repairs, etc., a tyre may lose its original balance.

   If a disturbance is felt in the steering wheel due to the action of the front wheels, or if pounding, tramping or shimmying is experienced while driving, one of the first items to check is the static balance of tyres and wheels.

APPEARANCE MAINTENANCE

EXTERIOR

Washing the Car – One of the best ways to preserve the original beauty of your Chevrolet's finish is to keep it clean. When possible, avoid parking under trees which discharge drops of sap, or near factories producing acids or alkalis. Wash the car frequently to remove road grime, salt and insects. (Dead insects can easily be removed by saturating the area with a mild solution of water and baking soda.)

Use either cold or warm (not hot) water to wash the car. Never wash the car in the direct rays of the hot sun, and always wait until the sheet metal surfaces have cooled. Do not wipe off dust and dirt when surfaces are dry as this may leave scratches.

Polishing the Car – Under normal conditions a good coat of polish will protect the metal finish of the car. If the finish becomes slightly dulled by the presence of "spent pigment" you may want to have your Chevrolet Service man polish it to bring back its original lustre. Many Chevrolet Dealers offer various types of polishing or wax jobs to car owners. Properly performed with materials of known quality, these services will help maintain the good appearance of your car.

Touching Up – To keep your Chevrolet looking new, touch up nicks and scratches the easy way with the NASCO Touch-Up-Pen, the new retractable flow brush dispenser that is no larger than a fountain pen. Available in original factory colours at your Chevrolet Dealer.

Cleaning White Sidewall Tyres – Use soap, warm water and stiff brush to remove road grime and kerb dirt from white sidewall tyres. Use a fine grade of steel wool for severe cases. Do not use petrol, kerosene, or any oil product that will discolour or deteriorate the rubber.

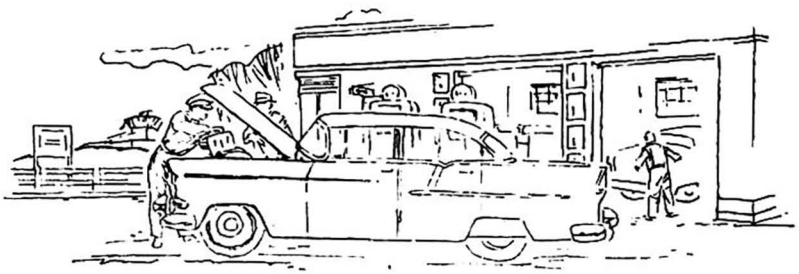
Dust and Dirt – Clean the interior of the car frequently. Use a broom or a vacuum cleaner to remove dust and dirt from upholstery, trim and floor. Wipe dust from hard surfaces with a damp cloth.

Spots and Stains – For best results, stains should be removed as soon as possible after they have been made. If allowed to stand for a time they may become set, and hard or impossible to remove. Before attempting to remove spots and stains, determine as accurately as possible the type of material and the nature and age of the stain.

Cleaning Agents – Select a cleaning solution which is least likely to damage the material to be cleaned. In general, volatile cleaners are recommended since they have great solvent powers for grease, oil and road grime. The use of alkaline cleaners is not recommended as they may damage the colour or finish of fabrics.

Other types of solutions, such as Ammonia Water, Hot or Cold Water, Iron Rust Soap, Ink Eradicator, etc., will probably cause some discoloration and disturbance of the material. In addition, the use of the wrong cleaning agent for a specific stain may set the stain and make its removal practically impossible. For these reasons it is advisable to consult a reliable upholstery reconditioning expert before attempting removal of stains caused by such things as blood, paint, rust, or ink.

ENGINE OIL



The crankcase of the engine, as delivered to you, is filled with a light body oil. Use this oil during the first 1000 miles. If during the first 1000 mile period it should be necessary to add oil, use a good quality heavy duty oil of not more than S.A.E. 10 viscosity.

At the end of the first 1000 miles drain the oil from the crankcase—when hot—and refill with the proper grade as indicated below.

After the first oil change, made at the completion of the first 1000 miles, the oil should be changed again at 2000 miles when the free inspections and adjustments are made. Thereafter, changes should be made at intervals of not more than 2000 miles. "Break-in" oils or special compounds are entirely unnecessary. Likewise it is unnecessary to add any lubricant to the petrol.

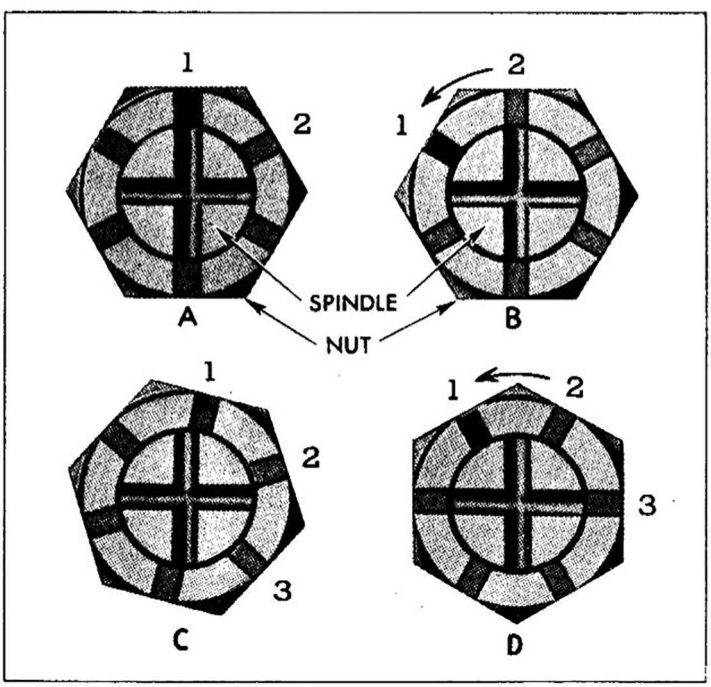
Heavy duty S.A.E. 20 oil will provide satisfactory "year around" service and will permit better all round performance than will the heavier bodied oils. Therefore, when refilling or topping up, use a good quality heavy duty S.A.E. 20 oil. Adverse driving conditions may necessitate more frequent changes and consideration should be given when driving in dust storms, cold or severe weather or on very dusty roads. Check the oil level frequently and maintain the level between the "Full" and "Add Oil" lines on the oil level rod.

MECHANICAL MAINTENANCE INFORMATION

UNDER THE CAR

The mechanisms which may most readily be inspected and serviced with the car on a hoist, and the service recommended are as follows:—

1. ***Front Suspension, Steering Linkage, and Clutch Compensating Shaft:*** (See "Lubrication Fittings," Page 22.)
2. ***Front Wheel Bearings:*** Remove hub and drum every 5000 miles. Clean and repack bearings with high melting point grease. Do not pack hub between inner and outer bearings or the hub cap. Adjust wheel bearings by tightening spindle nut to 33 ft. lbs. with torque wrench. If at this point a slot in nut lines up with either of the two holes in the spindle, back off the nut 1/6 turn until the next slot lines up with this same hole and insert cotter pin (see views "A" and "B" in illustration below).



If at required torque of 33 ft. lbs. the slot has passed beyond the point of lining up with a hole, back off the nut a sufficient amount (less than 1/6 turn) to line up with the second next slot and the other cotter pin hole (see views "C" and "D" in illustration).

3. ***Crankcase:*** See "Breaking In," Page 9, for care during first 1000 miles of car driving. At the end of first 1000 miles and at intervals of no more than every 2000 miles thereafter, drain and refill, using lubricants as recommended on preceding page. If flushing is desired, use only S.A.E. 10W oil (3 quarts) and run engine at fast idle until oil is hot. Drain immediately and fill with correct grade of oil.

   NOTE: *Adverse driving conditions, such as dust storms, cold or severe weather, or very dusty roads may necessitate more frequent changes. In instances where mileage is accumulated slowly, seasonal changes may be advisable.*

4. ***Gear Box:*** At operating temperature, lubricant should be level with filler plug. Remove plug to check level every 1000 miles and add lubricant such as S.A.E. 90 all-purpose E.P. Gear Lubricant as necessary. Straight mineral oil gear lubricant may be used. Seasonal changes may be advisable in severe service.

5. ***Rear Axle:*** At operating temperature, lubricant should be level with filler plug hole. Remove plug to check level every 1000 miles and add hypoid lubricant, such as S.A.E. 90 Special Hypoid Lubricant to GM 4655 M Specification. Do not use mineral oil in hypoid rear axle. Seasonal changes may be advisable in severe service.

6. ***Tyres:*** Inspect tyres every 1000 miles for nails, sharp stones, etc., which might cause a puncture (see "Tyres," Page 13).

7. ***Propeller Shaft:*** Disassemble universal joints every 25,000 miles, clean and repack with high melting point wheel bearing lubricant.

UNDER THE HOOD

The mechanisms which may most readily be inspected and serviced in the engine compartment, and the servicing recommended, are as follows:—

1. ***Steering Gear:*** Filled with an all-season lubricant. Check level and fill to level of filler plug hole when necessary, using steering gear lubricants or all-purpose gear lubricant as recommended for gear box.

2. ***Fan Belt:*** The fan belt also drives the water pump and generator. It should be kept in good condition and proper adjustment to assure efficient engine cooling and generator operation. Check adjustment every 5000 miles and inspect for fraying and deterioration.

3. ***Brake Master Cylinder:*** Check fluid level frequently and maintain level at ½ in. to 1 in. below filler opening, using Delco No. 5 Hydraulic Brake Fluid. If addition of fluid is required more often than every 1000 miles, an inspection of the complete system should be made and any leaks or other non-standard conditions should be corrected.

4. ***Generator:*** Every 1000 miles, fill oiler at each end to the top with light engine oil. If oil in commutator end bearing becomes completely exhausted through failure to lubricate at regular intervals, fill cup three times consecutively, allowing sufficient time between fillings to permit oil to drain down.

   The successive refilling should only be performed at the rear oiler. Successive fillings never should be made at the front oiler. Overfilling at the front oiler may cause damage to the generator.

5. ***Distributor:*** Turn lubricant cup down one turn, or fill hinge cap oiler with engine oil every 1000 miles. (Refill cup with chassis lubricant as necessary.) Apply 1-2 drops of light engine oil to the breaker lever pivot and a little petroleum jelly to the cam every 5000 miles.

6. ***Air Cleaner:*** Service every 5000 miles, or more often if inspection indicates more rapid accumulation of dirt. Clean filter element and reservoir and refill with 1 pint of S.A.E. 50 oil or S.A.E. 90 straight-run transmission oil.

7. ***Crankcase Filler and Dipstick:*** See "Breaking In," Page 9, for care during first 1000 miles of car driving. Check oil level frequently to maintain proper level on dipstick, and refill after draining at intervals of not more than every 2000 miles. Use lubricants as recommended on Page 17.

8. ***Crankcase Breather Cap:*** Wash in cleaning solvent every 5000 miles or more often if required. Re-oil with engine oil.

9. ***Radiator:*** Check coolant level every 1000 miles when engine is cold and add coolant to 1 in. below top of tank. Drain and flush radiator twice a year and refill with coolant, using a rust inhibitor.

   The pressure type radiator filler cap reduces coolant loss. When removing, rotate left to first stop to relieve pressure in system. Turn cap left again to remove.

10. ***Battery:*** Check fluid level frequently and, if necessary, add distilled water until the level rises to ⅜ in. above separators.
    Do Not Overfill.

If the fluid level drops below plates more often than 1000 miles, consult your Chevrolet Dealer.

11. ***Starter Solenoid Linkage:*** A few drops of engine oil should be used on the pivots of the starter shift lever mechanism every 1000 miles.

Do not oil Solenoid Plunger.

12. ***Spark Plugs:*** Keep the spark plugs clean. Remove and inspect every 5000 miles and re-gap or replace as necessary. (Spark Plug Gap, .033 to .038 in.)

IN THE DRIVER'S COMPARTMENT

The following items should be checked "behind the Wheel":—

1. ***Clutch Pedal:*** Check the free travel, or "play," of the clutch pedal occasionally. The pressure of one finger should be enough to push the pedal in about an inch before the resistance of the clutch springs is encountered. If there is little or no play the clutch may be slipping, which will result in rapid wear. If there is too much play the clutch may not be disengaging completely, making gear shifting difficult. When free travel is less than $\frac{3}{4}$ in. or more than 1 in., an adjustment should be made.

2. ***Brake Pedal:*** Check the action of the brake pedal frequently. Any unusual conditions such as squeaks, grabbing, spongy feel, or pulling when brakes are applied should be investigated when they occur. If brake pedal travels to within 1 in. of floorboard in making an ordinary stop, the need for a brake adjustment or relining is indicated.

3. ***Steering Gear:*** The amount of "play" which may develop in the steering gear will vary with the conditions under which the car is operated. Usually, when play does develop, it occurs gradually and will be noticed only when driving on a rough road or in a stiff cross-wind. When steering "looseness" is noticed, or when wheel has to be turned several inches before the front wheels turn, the steering mechanism and the alignment of the front wheels should be checked. Maintaining proper adjustment of these parts will preserve steering and handling ease and promote longer tyre mileage.

ON THE CAR BODY

Many of the annoying squeaks and noises that occur in closed bodies are due to neglect of maintenance service which all bodies should receive

regularly. Some of the points which should be lubricated and the lubricant they require are as follows:—

CAUTION: *Do not over-lubricate. Wipe off all surplus lubricant.*

Door Lock Rotor and Striker Plate: Use light oil or stainless stick type lubricant on rotor and striker.

Hood Latch Mechanism and Hinges: Apply light engine oil.

Rear Compartment Lid Lock Mechanism: Lubricate moving parts with cup grease.

Lock Cylinders: Lubricate with powdered graphite.

Rear Compartment Lid Hinges and Torque Rod Ends: Lubricate moving parts with light oil.

Seat Adjuster and Seat Track: Use cup grease, graphite grease or dripless oil on track and moving parts.

With few exceptions, the only way to determine what additional maintenance service your car might need is through your own observation of the way it runs, plus visual inspection or testing by mechanics trained on Chevrolet diagnosis. Have your car inspected at regular intervals by your Chevrolet Dealer.

LUBRICATION FITTINGS

The application of Chassis Lubricant is recommended every 1000 miles at the fittings indicated:—

1. Front Suspension
   - Upper Control Arm (Left) fitting at spherical joint = 1 fitting
   - Upper Control Arm (Right) fitting at spherical joint = 1 fitting
   - Lower Control Arm (Left) fitting at spherical joint = 1 fitting
   - Lower Control Arm (Right) fitting at spherical joint = 1 fitting
2. Steering Gear Tie Rod (Left) fitting at each end = 2 fittings
   - Steering Gear Tie Rod (Right) fitting at each end = 2 fittings
   - Relay Rod fitting at Pitman Arm = 1 fitting

TOTAL = 9 fittings

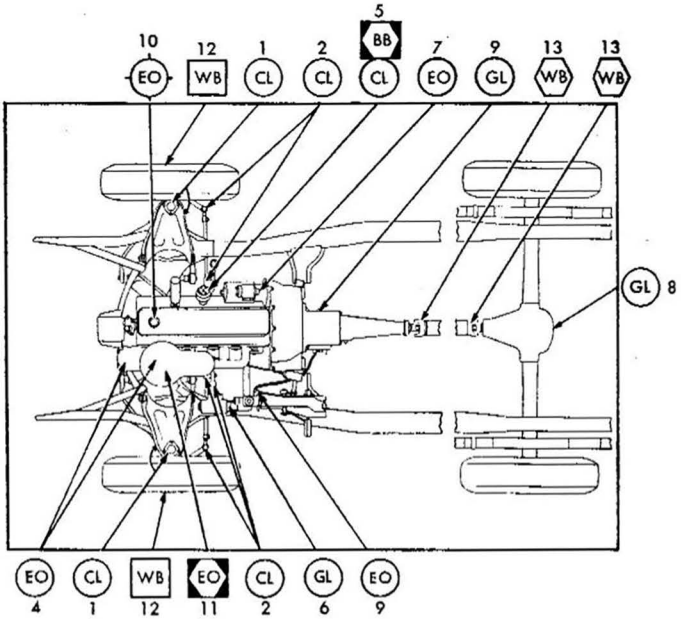
MAINTENANCE GUIDE

The units listed in the table below should be checked at the mileage or time interval indicated, and serviced as outlined on the page and item shown in the reference column.

Lubrication points are numbered in the left column of the table and indicated by corresponding numbers in the lubrication chart.

Lubrication Point	*UNIT*	*Interval*	*REFERENCE* *Page*	*Item*
	Crankcase	1st 1,000 miles	19	3
1	Front Suspension	1,000 miles	22	1
2	Steering Linkage	1,000 miles	22	2
4	Generator	1,000 miles	20	4
5	Distributor	1,000 miles	20	5
5	Distributor Cam	5,000 miles	20	5
7	Starter Solenoid Linkage	1,000 miles	21	11
	Tyres (Inspect)	1,000 miles	13	2
	(Switch)	3,000 miles	14	5
	FLUID LEVELS			
	Battery	2 weeks	20	10
	Brake Master Cylinder	1,000 miles	20	3
	Radiator	1,000 miles	20	9
8	Rear Axle	1,000 miles	19	5
6	Steering Gear	1,000 miles	19	1
9	Gear Box	1,000 miles	19	4
	Shifting Linkage Idler Bushing	1,000 miles	—	—
	Crankcase	2,000 miles	20	7
10	Crankcase Breather Cap	5,000 miles	20	8
11	Air Cleaner	5,000 miles	20	6
5	Distributor	5,000 miles	20	5
	Spark Plugs	5,000 miles	21	12
	Fan Belt	5,000 miles	19	2
	Inspection by Dealer	5,000 miles	—	—
12	Front Wheel Bearings	5,000 miles	18	2
13	Propeller Shaft Universal Joints	25,000 miles	19	7
	Radiator	Twice a year	20	9
	Clutch Pedal	*	21	1
	Brake Pedal	*	21	2
	Steering Gear	*	21	3

**These items should be checked from time to time as driving conditions dictate.*



KEY

GL–GEAR LUBRICANT
BB–BALL BEARING AND CAM LUBRICANT
WB–WHEEL BEARING LUBRICANT
CL–CHASSIS LUBRICANT
EO–ENGINE OIL

LUBRICATE EVERY 1000 MILES

LUBRICATE EVERY 2000 MILES

LUBRICATE EVERY 5000 MILES

LUBRICATE EVERY 10000 MILES

LUBRICATE EVERY 25000 MILES

LAMP SPECIFICATIONS

	Candle Power
Headlamp	50–40 Watts
Parking Lamp	4 C.P.
Tail and Stop Lamp	4–32 C.P.
Number Plate Lamp	3 C.P.
Ignition Switch Lamp	1 C.P.
Headlamp Beam Indicator	1 C.P.
Generator Indicator	2 C.P.
Instrument Cluster	2 C.P. (3 bulbs)
Oil Pressure Indicator	2 C.P.
Glove Compartment	2 C.P.
Dome Lamp—Type C6, 1004	15 C.P.

(12 Volt Electrical System)

Thermal Circuit Breakers— One circuit breaker in the lighting circuit for the headlamps and tail lamps eliminates a fuse in the circuit. When current load is too heavy, the circuit breaker opens and closes rapidly, reducing current sufficiently to protect wiring until the cause is eliminated. A second circuit breaker in the circuit for other lamps prevents short circuit or overload in that circuit from disabling the headlamp circuit. Both circuit breakers are incorporated in the light switch.

This is an important safety feature, for should a short circuit occur, the lights are not in most instances completely extinguished, as is the case when a fuse burns out. During this action of the relay, there is usually sufficient light to permit the car to be driven to the nearest service station. If a short circuit occurs, it should be repaired as soon as possible, otherwise it will result in excessive wearing of thermal circuit breaker points, also battery becoming completely discharged.

GENUINE GMH PARTS

General Motors, as the manufacturer of your car, recognises its obligation to you in respect to spare parts. This applies not only to the larger parts, such as wheels, or cylinder blocks, but also to those equally important fan belts, spark plugs, gaskets, brake linings and piston rings.

NATIONAL AUTOMOTIVE SERVICE COMPANY (the parts and accessories division of General Motors-Holden's Ltd.) is established to distribute Genuine GMH Parts, and this company has Authorised Dealers throughout the Commonwealth from whom you can obtain new parts as required.

Your GMH Dealer holds the representation for NASCO Parts and Accessories.

Genuine GMH Parts are manufactured to the high standards of quality established for General Motors cars—to the same dimensions and of the same materials as the original parts on your car. They are, therefore, dependable, and it is definitely to your interest to specify them.

1000 AND 2000 MILE INSPECTION AND ADJUSTMENT

When the new vehicle has been driven 1000 miles, and again at 2000 miles, the Owner should deliver it to the Selling Dealer who will inspect the vehicle, and perform the following adjustments:—

- ● Fill Radiator
- ● C.&A. Operation of all Instruments
- ● C.&A. Operation of Horn
- ● Change Engine Oil
- ● Check Steering Box Oil Level
- ● Check Transmission Oil Level
- ● Check Differential Oil Level
- ● Lubricate Door Locks
- ● Lubricate Striker Plates and Striker
- ● Lubricate Dovetail Shoes

  } NASCO Solidoil

- ● Lubricate Outside Door Handle Locks
- ● Lubricate Chassis (refer to Chart)

  Check Front Wheel Bearings for Lubrication and Adjustment
- ● Inflate Tyres to Recommended Pressures
- ● Inspect Tyres for cuts, bruises, etc.
- ● C.&A. Valve Clearance
- ● C.&A. Water Connections
- ● C.&A. Spark Plug Gaps
- ● C.&A. Distributor Point Gap

  C.&A. Ignition Timing with Synchroscope
- ● C.&A. Choke and Throttle Linkage

  C.&A. Carburettor for wide open throttle and fuel leaks

  C.&A. Carburettor Float or Fuel Level

  C.&A. Oil Pressure Line for clearance
- ● C.&A. Fan Belt Tension, and fan clearance from radiator

  Check and tighten Generator Attaching Bolts

  Check and tighten Cylinder Head and Manifold Bolts
- ● C.&A. Engine Mountings
- ● Tune Motor and clean Engine
- ● Test Battery Gravity and Connections, add Distilled Water to proper level

  Tighten Battery in Support

  Check and Tighten Electrical Connections
- ● C.&A. Generator Charging Rate and Voltage Regulator
- ● C.&A. Operation of all lights including Interior & Instrument Lights

  C.&A. Headlamps and tighten terminals
- ● C.&A. Clutch Pedal for correct clearance
- ● C.&A. Brake Pedal Clearance
- ● C.&A. Brakes
- ● Check and fill Master Cylinder

  Check and tighten all Brake Line Connections

  Check and tighten Steering Box to Frame Bolts

  C.&A. Steering Gear

  Check and tighten Pitman Arm Nut
- ● C.&A. Steering Toe-in and Geometry
- ● C.&A. Steering Connections and Cotter Pins
- ● C.&A. Gear Shift Linkage
- ● Check and tighten all bolts

  Check and tighten Axle Shaft Nuts
- ● Check and tighten Wheel Nuts

  Check Petrol Line from tank to fuel pump for clearance

  Check Clearance of Exhaust Pipe and Muffler

  Check Clearance of Tailpipe

  C.&A. Spring Clips and Shackles
- ● C.&A. Body Bolts
- ● C.&A. Engine Hood Alignment

  C.&A. Oper. of movable body parts
- ● C.&A. Door Alignment

  C.&A. Operation all Windows
- ● C.&A. Operation of Windshield Wiper Motor, Linkage & Blades

  C.&A. Operation of Locks and Keys
- ● Final Road Test vehicle with Owner

(C.&A. means "Check and Adjust")

It is understood that although this labour of inspection and adjustment is without cost to owner, a charge will be made for oil or grease used.

Items checked at 1000 Mile Inspection and Adjustment marked with dot (●). At 2000 Mile Inspection and Adjustment, ALL items on above list are checked.

With few exceptions, the only way to determine what additional maintenance service your car might need is through your own observation of the way it runs, plus visual inspection or testing by mechanics trained on Chevrolet diagnosis. Have your car inspected at regular intervals by your Chevrolet Dealer.

MANUFACTURER'S WARRANTY

"Fine materials, scientific research and design, and painstaking workmanship go into every General Motors Product to ensure the maximum satisfaction in the user's hands. Conscious of this inherent quality in its products, and confident of the service that they render, and as tangible evidence thereof, General Motors covers each vehicle which it manufactures, with this Warranty."

"Should any defect in material or workmanship develop in any part within the period of this Warranty, said part will be repaired or replaced without cost to you for labour or material at our nearest authorised dealer's establishment."

This Warranty is valid for 90 days from the date of delivery of the vehicle to the owner, or for the first 4000 miles of operation of such vehicle, whichever termination is first reached. This Warranty does not cover tyres, inasmuch as they are usually guaranteed by their respective makers.

It is understood that this Warranty is null and void on any vehicle where parts not made or sold by us are used in any replacements or otherwise.

Chevrolet Dealers everywhere stand ready to provide you with the best possible service at all times. It is their responsibility to assure your continued satisfaction with your car. But you, too, have a responsibility to yourself as an owner—the responsibility of giving your vehicle the reasonable care and attention that any mechanical thing deserves. You can obtain greater operating satisfaction and longer vehicle life by following the maintenance and operation suggestions found in this Handbook.

Look for the

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